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SOME
OBSERVATIONS
ON
A Direct Exportation
OF
SUGAR,
FROM THE
British Islands.

WITH *Ashley H*
K
Answers to Mr. *Toriano's* Objections
to it.

*In a Letter from a Gentleman in Barbados,
to his Friend in London.*

L O N D O N:
Printed in the YEAR M. DCC. XXXV.

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A Direct Exportation of SUGAR,
from the *British* Islands.

*In a Letter from a Gentleman in Barbados, to his
Friend in London.*

S I R,



Am obliged to you for your Letter of the 1st of *December*, and particularly for your Sentiments concerning the Foreign Exportation of our Sugar; and also for the Copy of Mr. *Nathaniel Toriano's* Letter to the Lords Commissioners for Trade and Plantations, upon the same Subject, dated the 8th of *August*, 1724. All which I have seriously perused, and find that you are of Opinion, that that Gentleman says as much as can be well said on that Head; and you further observe,

A 2

I. That

I. That 1 *per Cent.* Profit, to the Merchant Adventurer, will cause an Export of Sugar from *London* to *Holland*, or *Hamburg*; And,

II. That no one will think it worth their while to Trade to the *Streights*, directly from our Sugar Colonies, in case such a Permission should be granted.

As to the first Point, I will admit, That 1 or 2 *per Cent.* may cause an Export from *London* to those Places, but at the same Time you must also allow, that such Sugars pay from 20 to 40 *per Cent.* (in respect to the Planter) more than Foreign Sugars now pay, before they are got to those Markets, over and above the said 1 *per Cent.* and that upon the following Articles, *viz.*

Port Charges in <i>Great-Bri-</i>	}	4 to 11 <i>per Cent.</i>
<i>tain</i> in and out, is from		
Commission and Brokage	}	8 to 12 <i>per Cent.</i>
in and out - - -		
Waste, Pilferage, Risque,	}	4 to 5 <i>per Cent.</i>
and Insuranc on the se-		
cond Voyage - - -	}	4 to 12 <i>per Cent.</i>
Second Freight at 1 s. <i>per</i>		
Hundred, from - - -		
In all from - - -	20 to 40 <i>per Cent.</i> { as the Sugar is in Goodness.	

These Calculates are made upon the first Cost or Value of the Sugar in the Plantations, because the Planter is affected in Proportion to the first Value or Neat Proceeds, and not in Proportion to the Sale or Gross Amount.

These are severe Incumbrances that our Sugar Planters are still subjected to, notwithstanding they are now altogether saved to the *French* Planters by this single Article of a Direct Exportation; this enables them to supply most of the

the Markets in *Europe* in a plentiful Manner, whereby they are in a most flourishing Condition, and daily encrease their Stock and Power in this Part of the World, as well as in *Europe*, infomuch that they are now become formidable, and threaten us with an Invasion in case of a War.

As to the second Point, concerning an Exportation to the *Streights*, the like may be said as to the Charges of this, as is observed on the first Point, only adding from 4 to 12 *per Cent.* more, for 1 *s.* *per* Hundred more Freight; and surely our Countrymen, of one kind or other, as well as *Frenchmen*, if permitted, would soon fall into a Trade that would turn out so much to their Advantage, as this must infallibly do, whilst Sugar can be afforded from *Great-Britain* to those Southern Parts of *Europe*, after paying all those unnecessary Charges: Besides, it would be giving us no more than what the *French* prayed for seven Years ago, which was forthwith granted to them, without any tedious Delays, expensive Sollicitations, or artful Insinuations, and greatly to the Advantage of the *French* Nation; and we have still the Advantage over them in Point of Navigation, as I shall hereafter observe.

Before I proceed, I must refer you to a small Treatise, wrote lately under the Name of a *Barbados* Planter, Entitled, *The Sugar Trade, with the Incumbrances thereon laid open.* Which I doubt not you will see, That will explain the above Calculates, and, in my Opinion, will, in a great measure, answer Mr. *Toriano's* Letter, which being given in, in so formal and publick a Manner, must no doubt have influenced several Gentlemen of the *British* Legislature, and also several well-meaning Merchants who wish well to their Country, besides our Factors, who may apprehend it will affect them as to their Commissions: However, I shall endeavour, to the utmost of my Ability, to put this Affair in a true Light; to which end, I will first shew the many
Advan-

Advantages that will arise from one single Ship Load of Sugar, to be carried from our Plantations directly to *Cadiz*, *Genoa*, *Leghorn*, *Naples*, *Venice*, or any other Southern Port ; then I shall point out the Principal Objections contained in the said Letter, and subjoin my Answer to every particular Objection, for your Consideration.

l.

Suppose, then, that such a Ship may cost in *London*, *Bristol*, or *Liverpool*, 3000*l.* Sterling, to be mounted with 10 or 20 Guns, and navigated with 22 or 32 Seamen, and to carry 500 Cask of Sugar, containing 10 Hundred each, to fetch 30*s.* per Hundred, or 15*l.* per Cask gross, on board at such Ports, clear of Storeage and other Land Charges, which will amount to - - - - -

7500

Suppose 10 Guns, &c. extraordinary, to cost - - - 100

The Profit on that Sum, at 25 per Cent. is - - - 25

The Wages and Victualling of 10 Seamen extraordinary, for 8 or 10 Months - - - - - } 225

250

l.

500 Hogsheads, at 10 Hund. each, }
is 5000 Hund. at 6*d.* per Hund. is } 125
at 1*s.* - - - is 250
at 3*s.* 6*d.* - - - is 875 } London Freight.
at 4*s.* - - - is 1000
at 4*s.* 6*d.* - - - is 1125
at 5*s.* - - - is 1250

Freight

Freight out by the Way of <i>Lisbon, Cadiz, Genoa,</i>	l.
<i>Guinea, Ireland or Madeira,</i> suppose —	300
Freight from the Plantations to the Streights at } 4s. 6d. per Hundred, is —	1125
Freight Home from the <i>Southern</i> to the <i>Northern</i>	
Ports, suppose — — —	225
	1650

Deduct

For the Wages and Victualling of 30 Hands 8 or } 10 Months, 750 l. and for Repairs abroad 150 l.	900
Gained by the Owners, including Insurance, &c. } 25 per Cent. or — — — —	750

To make these 500 Casks of Sugar annually, it will take about 6 or 800 Negroes, 50 or 60 Horses, 50 or 60 Coppers, 15 or 20 Stills, with Worms, Worm-Tubs and other Necessaries : And to keep up these, it will take a large annual Expence, besides Cloths for the Negroes, and several other Sorts of Woollen, Linen, Iron, Copper, Leathern and Leaden Goods of the Produce and Manufacture of *Great-Britain*, which, including the Merchants Profits, will amount annually to about - - - 3000 l.

Carried over

3000

	Brought over	3000
Also from the <i>Northern</i> Colonies, in Fish, Staves,	}	1250
and other Lumber, Horses, Bread, Flour and		
other <i>Northern</i> Produce, at least — —		
And from <i>Ireland</i> , in Beef, Pork, Butter, &c.	—	350
The Owners of the Ships will clear for Freight	750	

For Victualling, suppose,

Of the Produce of <i>Great-Britain</i>	--	200	
Of the Produce of <i>Ireland</i>	—	100	300

For Seamens Wages in all 450 *l*.

Of which there may be spent }			
in <i>Great-Britain</i> $\frac{2}{3}$ — — — }	300		
And at Foreign Ports, suppose }			
the other $\frac{1}{3}$ — — — }	150	450	1500

Repairs at Foreign Ports, suppose — — — 150

Duty from the Planter to the King (if at *Barbados* }
or the *Leeward* Islands) — — — } 250

Remains to the Planters for their Labour and Industry, and the Improvement of their Stock, which will center in *Great-Britain*, or be laid out in *Negroes* and other Stock, for the cultivating and Improving more Land — — — 1000

7500

This Calculate is made as near as the Nature of it will admit ; and I will allow, every Article, may rise or fall from

from the various Incidents in Trade : But you may, hereby, in some measure, perceive, what Advantages may arise from one Ship-Load of Sugar, raised in our Sugar Plantations; and also the Advantages that will attend every Part of the *British* Dominions by such a foreign Exportation. It is here seen who will receive their respective Shares of the Profits, and who pays for it; it will here appear, that the foreign Consumer pays the whole, and that above 7000 *l.* out of one Ship's Load, will be paid to *Great-Britain* and her Subjects, and the small Remainder thereof only to Foriegners, for Part of our Seamen's Expences, and the Repairs of our Ships; and this whole Sum of 7500 *l.* may be raised from *British American* Soil, that now does, and must, for ever hereafter, without such a Permission, lie uncultivated under Woods and Bushes, while the *French* are clearing away their Woods, and spreading abroad their Cane-Fields to Admiration, by Means of such an Exportation.

What Advantage therefore will not this Trade be to our Mother Country and all her Dominions, if no more than ten such Ships should load directly for the Streights yearly from all our Sugar Plantations, and as many more for the *Northern* Ports, to touch at some Port in *Great-Britain*, without being put to any other Charge than a common Clearance?

And, surely, if we are timely and properly encouraged, we should greatly advance upon that Quantity and without hurting any of his Majesty's Subjects, except some few, who grow rich from the Spoils of the unfortunate Planter, and such surplus Produce will come out of additional Stock and Soil now unmanured, and our settled Plantations do now make as much, or more than is wanted in our own Dominions.

Great-Britain will always import Sugar sufficient for itself and *Ireland*, which will keep up the Navigation and Revenue as it now stands, notwithstanding any such Permission; and the like Commissions to our Factors, will be also paid as long as the Subjects of those Kingdoms use that Commodity, unless it should so happen, that the *British* Merchants that trade to *Spain*, *Italy* and *Turky*, and to *Hamburgh*, *Holland* and *Flanders*, should settle Factories in the Sugar Islands, to purchase Sugar to be transported directly to the respective Ports they trade to. And if that should be the Case, the Balance of our Trade, with those Places, must turn greatly in our Favour; and great Quantities of *British* Produce and Manufactures may be then lodged in such *West-India* Ware-Houses, and vended by those Factors to the *Spaniards* and *French* by Way of *Curacao*, *Esstia*, *Martinique* and other foreign Ports for Cash, which they will lay out for our Sugars, and thereby prevent the necessitous Planters from pressing the *London* Market with their hasty Bills of Exchange on their *London* Factors, and in due Time, enable them to pay their Debts to, and satisfy you Gentlemen Factors, and thereby become less dependant, and not compelled to send all their Sugar to a glutted and restrained Market, now, in a manner, under the sole Government of the united Companies of Grocers and Sugar-Bakers, who must buy all our Sugars while we remain under our present Circumstances: And then the Outcry Law lately passed for the Sale of Lands, need not be so much insisted on, as it will very much incommode our Family Affairs in this Island.

The several Acts of Trade and Navigation now in Force will still prevent the Importation of foreign *European* Produce into our Plantations, but by Way of *Great-Britain*,

Britain, and they will still prevent our employing any foreign Shipping by this Trade so greatly beneficial to our Navigation.

I shall, in the next Place, mention Mr. *Torriano's* Objections, and subjoin my Answer to each distinctly.

O B J E C T I O N I.

That our Seamen will receive their Wages and spend their Money in foreign Countries, to the Detriment of the Nation in general, and of their Families in particular; and that our Ships will require refitting in foreign Countries, and thereby consume foreign naval Stores, to the Advantage of such foreign Nations instead of our own.

A N S W E R.

These two Articles are paid first, by the foreign Consumer, in the Price of the Sugar, and you will observe, by the beforementioned Calculate, that they amount to no more than 300*l.* out of 7500*l.* which is but 4 *per Cent.* and should they sometimes amount to twice that Sum, the other 92 *per Cent.* would be paid in like Manner by Foreigners, to our own Nation, in such Proportions as are mentioned in the said Calculate. And as to the Families of our Seamen, who spend their Money abroad, that may be said in all Cases where we Trade with Foreign Nations, and the like as to refitting our Ships, and as it is allowed, that the Money earned of Foreigners, for the Freight of our Ships, may be spent among them without

any Loss to our Nation; so it cannot be denied, that as Foreigners, in this Case, pay the whole Value of the Cargo, so consequently they pay us not only our Freight, but also all other Charges of producing the Sugar, and getting it into the Consumers Hands; our Ships, in this Trade, may be at home in 8 or 10 Months, and near as soon as some of those that return directly from the Plantations.

OBJECTION II.

That such a Liberty will be prejudicial to Owners of Ships in *Great-Britain*, and others who have their Dependance on Navigation, as it will put their Interest in Competition with that of our Plantations, and interfere with their Freights in those Foreign Countries, and also from the Southern Ports to the Northern Ports of *Europe*, and thereby lower their Freight and discourage their Ships from carrying to those Parts, so much Corn and other Products and Manufactures from *Great-Britain*, and Fish from *New-England* and *New-foundland*, as they may otherwise do.

A N S W E R.

I take it, that the larger Vent we have for the Produce of our *American* Land, the more our Trade and Navigation will increase, and that the surest Way to have such a Vent, will be to get our Goods to Market as soon, and upon as easy Terms, as any other Trader. By this Permission, we may probably have the Advantage over the *French* and *Portuguese* in the Sugar Trade, and thereby, in some Measure, regain that Trade, and very much increase our Shipping

Shipping and Fishery, to the great Benefit of the Owners of Ships in *Great-Britain*, and others who have their Dependence on Navigation. Ships built in and belonging to *Great-Britain*, may be the Sole Carriers of these Sugars, as in the Case of Rice from *Carolina*, if that should not be thought a Restraint upon the Trade; but suppose all Ships, navigated according to Law, should be permitted in this Trade, and should thereby afford to carry Goods from the Southern Ports to the Northern Ports of *Europe*, at a lower Freight than they can now, we should then interfere with Foreigners, and particularly with the *Dutch*, now at Peace with the *Algerines*, who will otherwise interfere with the Ships of *Great-Britain*, as they will carry cheaper; and better would it be for our Mother Kingdom to encourage the Interest of her Plantations, rather than that of Foreigners, who, as the Case now stands, will, more effectually, discourage the Ships of *Great-Britain* from carrying to those Parts, Corn and other Products and Manufactures from *Great-Britain*, and Fish from *New-England* and *Newfoundland*.

OBJECTION III.

That the *French* make now too much Sugar of their own to want any from us, and *Spain* and *Italy* will chuse to take *Portuguese* Sugars, as they can have them upon better Terms than they can be supplied with it from us, even by this Proposal, so that the Change of the present established Laws, as to that Commodity, cannot be justified.

ANSWER.

A N S W E R.

Too true it is, that the *French* now make too much Sugar of their own to take any from us, as they formerly used to do, and that in great Quantities, which is chiefly owing to their having such Encouragements as we still want. If *Spain* and *Italy* will take our Sugar by way of *London*, and give Preference to that before *Portuguese* or *French* Sugars, surely they will like it as well, if it goes directly from the Plantations, fresh and clear of the before-mentioned Incumbrances, and more especially as we shall be then able to afford it considerably cheaper, and still be Gainers thereby; besides the immense Treasure that will, by means of such a Trade, center in *Great-Britain*, which alone, I should think, will justify the Change of the present established Laws, in respect to a Direct Exportation of that Commodity.

O B J E C T I O N I V.

That it would be little or nothing cheaper, to carry Sugar directly from the Plantations to the Streights, than from the Plantations, first to *London* and then to the *Streights*, upon Account of the Act Ships, that would be necessary, which require more Men than the Ships now used in that Trade, which are Pinks and Hagg-boats, or such Sort of built Ships sailed with few Hands.

A N S W E R.

A N S W E R.

I am of Opinion, that there are as good Square-sterned Ships in general, that now use the Trade to the Sugar Islands, as there are in any other Branch of Trade belonging to *Great-Britain*, except the *East-Indies*; and no doubt such Act Ships, as now use the *Streights* Trade, would soon find it worth their while to take the Sugar Islands in their Way, if that Liberty was once granted. Admitting the Ships, now in the Trade, can afford to carry Sugar to *London* at 3 s. 6 d. *per* Hundred, and that such Act Ships, or others, may require 4 s. 6 d. *per* Hundred, upon Account of their being better Manned and fitted to carry our Sugar directly up the *Streights*, that Difference of 1 s. *per* Hundred, additional Freight, will not come near the Charges of the second Freight and Insurance, besides the Wastage, Commissions, and Port Charges in *Great-Britain*, as the one will be but about 4 or 5 *per Cent.* upon the Trade, and the other Charges upwards of 20 *per Cent.* upon the Best Sorts of Sugar, and more upon the Coarser Sorts, as is before observed. If we should even give another Shilling *per* Hundred Freight, we should save considerably by the Trade, and still have the Advantage of the *French* by that Article, as their Freight is at 7 or 8 s. *per* Hundred, and was formerly at 12 s. *per* Hundred, before they Traded with *New-England*, and had large Ships at first Hand in return for their Rum and Melasses. And now they carry their Sugar to *Cadiz* in Sloops and Brigantines, and such small Vessels.

O B J E C -

OBJECTION V.

That Foreigners will receive the Benefit of Commissions and Ware-House Room, &c. which will be so much Loss to *Great-Britain*.

A N S W E R.

The Foreign Consumer will pay these Articles also, in the Price of the Sugar, and the *English* Factories at those Foreign Ports, or *English* Super-Cargoes will, in all Probability, receive the Benefit of such Commissions; and although Foreigners will have the Benefit of the Rent of their own Ware-Houses, out of the Money arising from the Sugar so sold to them, yet I don't see how that can be any Loss to *Great-Britain*, for if we do not send any of our Sugar to those Ware-Houses, the *French* and *Portuguese* will be glad of that Advantage, and we shall be great Losers thereby.

OBJECTION VI.

That the Liberty proposed is prejudicial and impracticable, in as much as the Planters cannot have their Goods in Time, nor in so regular a Manner as they have now, and that it would put an end to the Practice of Loading Ships in *America* by the Planters and Merchants jointly, and thereby occasion so much Demurrage as would render the proposed Trade impracticable.

A N S W E R.

A N S W E R.

The Planters will never want a Supply of *British* Goods, when they have wherewithal to pay for them ; and the more Markets they have to take off their Products, the better able will they be to pay for what they want, and the more they will take off ; and such Supplies will come from *Great-Britain*, some how or other, and in Time, either the Planters will send Effects to their Factors in *Great-Britain* for them, or they will buy them of the *British* Merchants Factors in the Islands, as they find most for their Convenience and Advantage. The Practice of Loading Ships would still be the same as it is now, in respect to what Sugar *Great-Britain* and *Ireland* would want. And, as to the proposed Trade, from the Plantations directly, it may be reasonably presumed, that the Dominions of *Spain*, *Italy* and *Germany*, with other Parts of *Europe*, will take off as much Sugar as *Great-Britain* only consumes, besides what they may take from the *French*, *Portuguese*, or *Dutch*, if we are once put upon a Level with them in our Trade. The Profit of 20 or 30 *per Cent.* or even 10 *per Cent.* would lead an *English* Merchant into any Trade that may be legally carried on with so much Ease, Security and Advantage ; for Trade is like a Rivulet, as the one will run where there is a Descent, so the other will go where there is a Profit. Have we not a Number of Merchants that would, either by themselves, or a Community, risque 5, 10, or 15 Thousand Pounds in one Bottom, where they have a Probability of gaining 10, 20, or 30 *per Cent.* by a short Voyage that would bear an easy Insurance ? And if the Planters should become Adventurers ; Have we not *English* Factories at all those Foreign Ports, that are in

C

Amity

Amity with *Great-Britain*, to receive and dispose of their Sugars in small Quantities, or otherwise, and transmit the Neat Proceeds thereof (after defaulting their Commissions) to the Planters Factors in *London, Bristol, or Liverpool?* So that the Planters and Merchants may seek their Markets, and carry on this Trade in like Manner, and with as much Dispatch as they do That directly to *Great-Britain*; and the *British* Factors there, may probably, from Time to Time, meet their *American* Correspondents in *Great-Britain* with the Fruits of their Labour and Industry, and so become Profitable Members of the Commonwealth: And all this from the Produce of *British American* Soil, that must otherwise remain uncultivated.

O B J E C T I O N VII.

That the Liberty the *French* have to carry their *Clay'd* and *Refin'd* Sugar from their *American* Colonies to any foreign Ports, cannot be a Reason why we should follow their Example in this Case, as they may have several Reasons for suffering such a Practice, which may not be sufficient to induce us to do the like.

A N S W E R.

The Reasons why the *French* so readily suffered such a Practice, are now too well known, and are sufficient, in my Opinion, to induce us to follow their Example, in this Case, and that without Delay, as it is visible they are great Gainers thereby, and that in the following Particulars; viz. they have *Enriched* and *Increased* their Sugar Colonies,

Colonies, and have thereby greatly improved their Sugar Trade, which has proportionably added to the *French* Wealth in *Europe*, as well as in this Part of the World, by consuming great Quantities of the Produce and Manufactures of Old *France*, and multiplying their Ships and Seamen, to the enriching of their Merchants and others concerned in their Navigation and Produce, which has greatly added to the *Naval Strength* and Inland Power of the *French* Nation; and all this from *French American* Soil, that would otherwise have remained under Woods and Bushes.

OBJECTION VIII.

That *Great-Britain* should be the Mart for Sugar to supply other Parts of *Europe*, and that the Advantage of the Mother-Kingdom is ever to be preferred to that of any or of all its Colonies; and that it should manifestly appear, that such a Permission, would prove beneficial to *Great-Britain*, by taking off more of its Produce and Manufactures, and employing more of its Shipping, before any Alteration be made in the Act of Navigation.

ANSWER.

It is impossible for *Great-Britain* now to be the Mart of Sugar, notwithstanding the present Drawback and Bounty, and the late Exports of refined Sugar, as the other Charges attending a double Voyage run so high, and is altogether saved by the *French*, who have now turned the

Scales upon us, as to the Sugar Trade, by being thus permitted to go directly to foreign Ports with their Sugar, without any Delay, or the Risque and Charge of a double round-about Voyage, the Encouraging our Sugar Colonies (in Proportion, at least to the Encouragement of Foreigners) is the surest Way to prefer our Mother-Kingdom, as they may, by that means, become more beneficial, by taking off more of its Produce and Manufactures, and employing more of its Shipping, and thereby baulk the Progress of our powerful Rival Neighbours : This appears so manifest, that I need not give any further Proof of the Necessity there is for making such an Alteration in the Act of Navigation, as will give so considerable a Vend to the Produce of *British* Labour and Soil, and without the least Prejudice to the Trade and Navigation of *Great-Britain*.

The foregoing Calculate, made upon the Advantage of one Ship-Load of Sugar only, is so conspicuous, as not to need any Recapitulation; however, before I conclude, I will put it in another View; and suppose 40 such Ships should load annually at all our Sugar Colonies, with Permission to go to any Port of *Europe*, where they can find the best Market; which Quantity is not above one Third, or a Quarter, of what is consumed annually in *Great Britain* only.

Then,

Then, out of 300000 *l.* to be paid by Foreigners for
40 such Ships-Load of Sugar,

Great-Britain will receive annually,
For its Produce and Manufacture, } 120000
 &c. — — — }
For Freight clear to the Owners 30000
For the Ships Victualling — 8000
For Seamen's Wages — 12000 170000

Ireland will receive annually,
For its Produce — — 14000
For the Ships Victualling — 4000 18000

The *Northern Colonies* will receive annually,
For their Produce and Fishery — — 50000

The *Sugar Plantations*,
For the Improvement of their Stock, *&c.* — 40000

The *King and His Officers*,
For Duty (if from *Barbados* and the *Leeward* Islands) — — — } 10000
288000

Foreigners will receive back of what they pay,
For Seamen's Expenses — 6000
For Refitting the Ships — 6000 12000
300000
And

And all this from *British American Soil*, that must otherwise remain uncultivated, to the Prejudice of many thousands of Seamen, Artificers and Manufacturers, and others of his Majesty's Subjects that may be maintained by such a Permission; and without it, they may, peradventure, be encouraged to go into foreign Employ, and make Materials for the Production of foreign Sugar, and the Encouragement of foreign Navigation.

As a Confirmation of what I have been now saying, I must take the Liberty of recommending you to the Custom-House of *London*, where you may be satisfied, that since Permission was granted to *Carolina*, in 1730, to send their Rice directly to foreign Ports, the Exportation thereof hath exceedingly increased, whereby a great Addition of Wealth and Strength hath accrued to *Great-Britain*, and that in Manner as above-mentioned, and the Case of the Sugar Colonies is very much the same in Relation to Sugar, as that of *Carolina* in Relation to Rice; and you must remember, when Application was made for that Permission for *Carolina* Rice, that the *Carolina* Merchants in *London* made that direct Exportation their own Case.

I shall trouble you no more, now, upon this Subject, not doubting but you, and the rest of our Friends, will be of Opinion, that the Permission desired, will be the only Means to revive the Sugar Colonies, so useful to *Great-Britain*; and that you will follow the Example of
the

the *Carolina* Merchants, and give us your Interest and Assistance towards obtaining an Act of *Parliament* for permitting our Sugar to be carried directly from our Sugar Colonies in Ships navigated according to Law, to any foreign Port in *Europe*.

I am, Sir,

Your most Obedient,

Humble Servant,

Barbados, Dec. 21.

1734.

John Ashley.

[11]

the Canadian Merchants, and give us your interest and
Affiance towards obtaining an Act of Parliament for per-
mitting our Sugar to be carried directly from our Sugar
Colonies in Ships having no Landing to Law, to any
foreign Port in Europe.

I am, Sir,

Your most Obedient

Humble Servant,

London, Dec. 17

1739

John Althley

